

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> : ORA030603				
TCWG Consideration Date: 7/29/08				
Project Description <i>(clearly describe project)</i> This project proposes to construct an auxiliary lane in the southbound direction of State Route 55 between the East Dyer Road off-ramp and the Edinger Avenue on-ramp in the city of Santa Ana in the County of Orange.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway.				
County	Narrative Location/Route & Postmiles			
Orange	Southbound State Route 55 between PM R7.8 and R9.2.			
	Caltrans Projects – EA# 0G960			
Lead Agency: Caltrans				
Contact Person		Phone#	Fax#	Email
Arman Behtash		949-724-2029	949-756-7633	Arman_Behtash@dot.ca.gov
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: 11/1/08				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		X Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2006	2008	2010	2011
End	2008	2010	2011	2013

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

This project is needed to improve the weaving operation of vehicles entering and exiting the freeway in the Southbound (SB) direction on this portion of State Route 55 (SR-55). The addition of an auxiliary lane is expected to improve the level of service (LOS) along this segment and at the ingress and egress locations. The project would also reduce overall traffic delay and traffic congestion on this portion of the freeway. By adding the auxiliary lane for traffic to weave and by providing an additional lane along the ramps for more storage capacity, significant improvement would be achieved in the travel speed. This would also allow for dissipation of traffic flow coming from the I-5/SR-55 interchange. With lesser congested general-purpose lanes, accident rates for sideswipe and rear-end type collisions are expected to reduce.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Manufacturing and industrial facilities.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year		LOS	AADT	% Trucks	# Truck AADT
2006	Build/No Build	D/F	127,800 (SB)	6.6	8,435

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year		LOS	AADT	% Trucks	#Truck AADT
2030	Build/No Build	F/F	157,200 (SB)	6.6	10,375

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

This project will pull about 2152 vehicles that wants to exit at the both WB Dyer & EB Dyer but get stuck in the general purpose lanes and add to the congestion of the area.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Postmile limits: R7.8/R9.2

Project qualifies as Section 6004 Categorical Exclusion listed in 23 CFR 771.117 (d).